

FLIGHT

The
AIRCRAFT
ENGINEER
&
AIRSHIPS

First Aero Weekly in the World

Founder and Editor: STANLEY SPOONER

A Journal devoted to the Interests, Practice, and Progress of Aerial Locomotion and Transport

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EDITORIAL COMMENT.



The Schneider Seaplane Race

THIS week's issue of FLIGHT is by way of being a seaplane number. This is pure coincidence, and we disclaim any intention to make it so "with malice aforethought." At the same time it is, perhaps, indicative of the trend of modern development. The serious student of aviation cannot have failed to note during the last two years or so a marked change in the general attitude, and more particularly a change in the official attitude, towards the seaplane. Where a few years ago the view was pretty generally held that, weight for weight and power for power, the seaplane was necessarily less efficient than the land machine, i.e., in its commercial form carried a smaller paying load, there is now a tendency to revise that opinion, and even to reverse it, in the case of large flying-boats at any rate. The decision of the Air Ministry to order a considerable number of new large flying-boats, and to push on with a "high-speed" programme for seaplanes of the racing type, are both indications of this change in outlook. On the civil side the last couple of years have seen the production of several new twin-float seaplanes, or, at least, the conversion of a number of landplanes into seaplanes for special purposes. Thus everything points to an awakening to the possibilities of this type of aircraft. Nor has this realisation been confined to Great Britain only. In most foreign countries a great deal of very serious work has been carried out, and there is every indication that we are on the threshold of the opening of what may well come to be regarded as the "seaplane era." We on FLIGHT have for years made ourselves the champions of the cause of the seaplane, and we therefore naturally welcome most heartily this beginning of the materialisation of our dreams (if one likes so to regard them). Thus we make no apology for the somewhat salty tang of the present issue, which is a result of a coincidence by which it becomes necessary to refer to and illustrate the Supermarine "Southampton," the

DIARY OF FORTHCOMING EVENTS

Club Secretaries and others desirous of announcing the dates of important fixtures are invited to send particulars for inclusion in the following list:—

1926

Nov. 18	Mr. R. S. Capon. "Methods of Performance Testing and Analysis," before R.Ae.S.
Nov. 21	Lecture, "Meteorology in the Service of Man," by Dr. G. C. Simpson, C.B., at the Guildhouse, Eccleston Square, S.W.1.
Nov. 30	Mr. F. S. Barton, M.A., F.Inst.P. "Air Photography Apparatus," before Inst.Ae.E.
Dec. 2	Mr. P. B. Henshaw. "Alloy Steels for Aero Work," before R.Ae.S.
Dec. 3-19	Paris Aero Show
Dec. 9	Captain F. Entwistle, B.Sc. "Wind Structure in Relation to Air Navigation," before Inst.Ae.E.
Dec. 16	Wing-Comdr. C. D. Breeze, A.F.C., R.A.F. "The Training of Aircraft Apprentices," before R.Ae.S.

de Havilland 50 on floats intended for the African air route, the "Moth" on floats which is going to America, and finally, the Schneider Cup seaplane race. As we have already said, there was no intention on our part to make this week's issue a seaplane number, but we are by no means sorry that it has chanced to turn out as one, and we feel justified in regarding this fact as a sign of the times.

The subject naturally in the minds of everyone this week is that of the seaplane race for the Schneider trophy, in which the Italian pilot, Major Mario di Bernardi, scored a magnificent victory on the Macchi monoplane with 800 h.p. Fiat engine. We feel sure all our readers will join us in congratulating our friends the Italians most heartily on their splendid and successful effort. In this connection it should be remembered that Italy took part in last year's Schneider Cup race with a machine of the monoplane flying-boat type, which proved in actual racing hopelessly outclassed by the American and British machines in point of speed. To have set to work and within the year to have produced a machine capable of beating the American defenders is an achievement of which the Macchi and Fiat companies, and the whole Italian nation for that matter, may be justly proud. The 1926 Schneider Cup race was won at the astonishing average speed of 246.496 m.p.h. It may be recollected that last year the race was won by Lieut. "Jimmie" Doolittle at an average speed of 232.573 m.p.h., so that over the triangular course the Macchi is 14 m.p.h. faster than last year's winner.

Concerning the winning Italian Macchi monoplane, little information is available at present, but the photograph published in FLIGHT this week shows it to be of extremely clean design. In connection with this machine a somewhat curious situation has arisen. It is now general knowledge that three distinct types of racing seaplanes are under construction for the British Air Ministry, and that one of these is a Supermarine with the type number S.5. This machine is to be treated as "secret" for the moment, but a reference to it appears to be called for here. The S.5 and the Macchi machines are astoundingly

alike, except for the fact that whereas the British machine will have a Napier racing engine of the "broad arrow" type, the Macchi has a Fiat Vee-type engine. Lest it might be thought, when presently the Supermarine S.5 emerges from its present veil of secrecy, that this machine is a "copy" of the Macchi (a conclusion that might very easily be reached, and with some excuse, as the Macchi appeared first) it may be well to state very briefly what appears to have taken place. Evidently the Macchi designers and Mr. R. J. Mitchell, the chief designer of the Supermarine Aviation Works, took last year's Supermarine S.4 as a good starting point, and following the same lines of reasoning to a logical conclusion, both arrived at very much the same type of machine. These facts should effectively dispose of any subsequent talk of "copying."

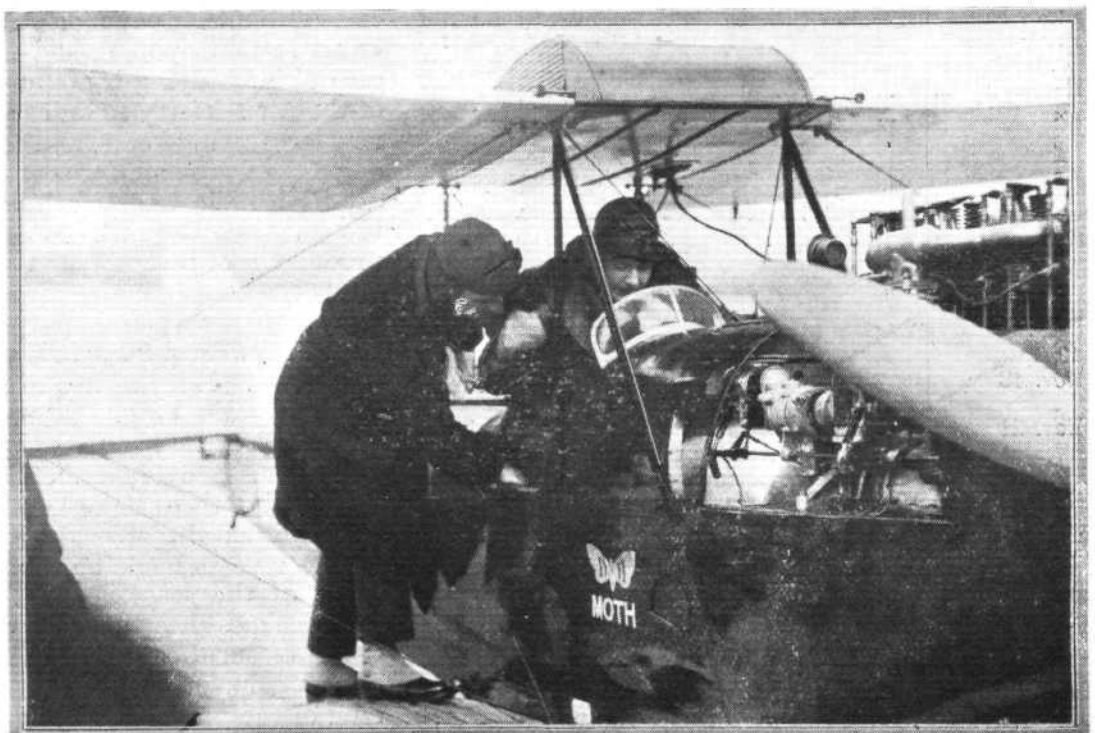
As regards the effect of the Italian victory, so far as Great Britain is concerned, the immediate outcome will, of course, be that the next Schneider Cup Race will be held in Italy. At the last conference of the *Fédération Aéronautique Internationale*, it was decided to hold this event every other year instead of annually. Thus the next race for the Schneider Trophy will be held in Italy in 1928. That neither Italy nor the United States will rest content with their present machines may be taken for granted. The question therefore arises what should be done in the matter by this country. The three types of racers at present under construction have, presumably, been designed with last year's speeds in view, and even if they are estimated to have a good margin over the 1925 speeds, the new speeds put up by this year's Macchi must have reduced that margin somewhat seriously, and by the time Italian progress between now and 1928 has been allowed for the margin may have vanished altogether. It would seem that our best policy would be to push on with the present machines as rapidly as possible, learn as much as we can from them, and then set to work to produce the challengers for 1928. It is to be hoped that the Air Ministry, or perhaps one should say the Treasury, will do their share towards making such a programme possible.

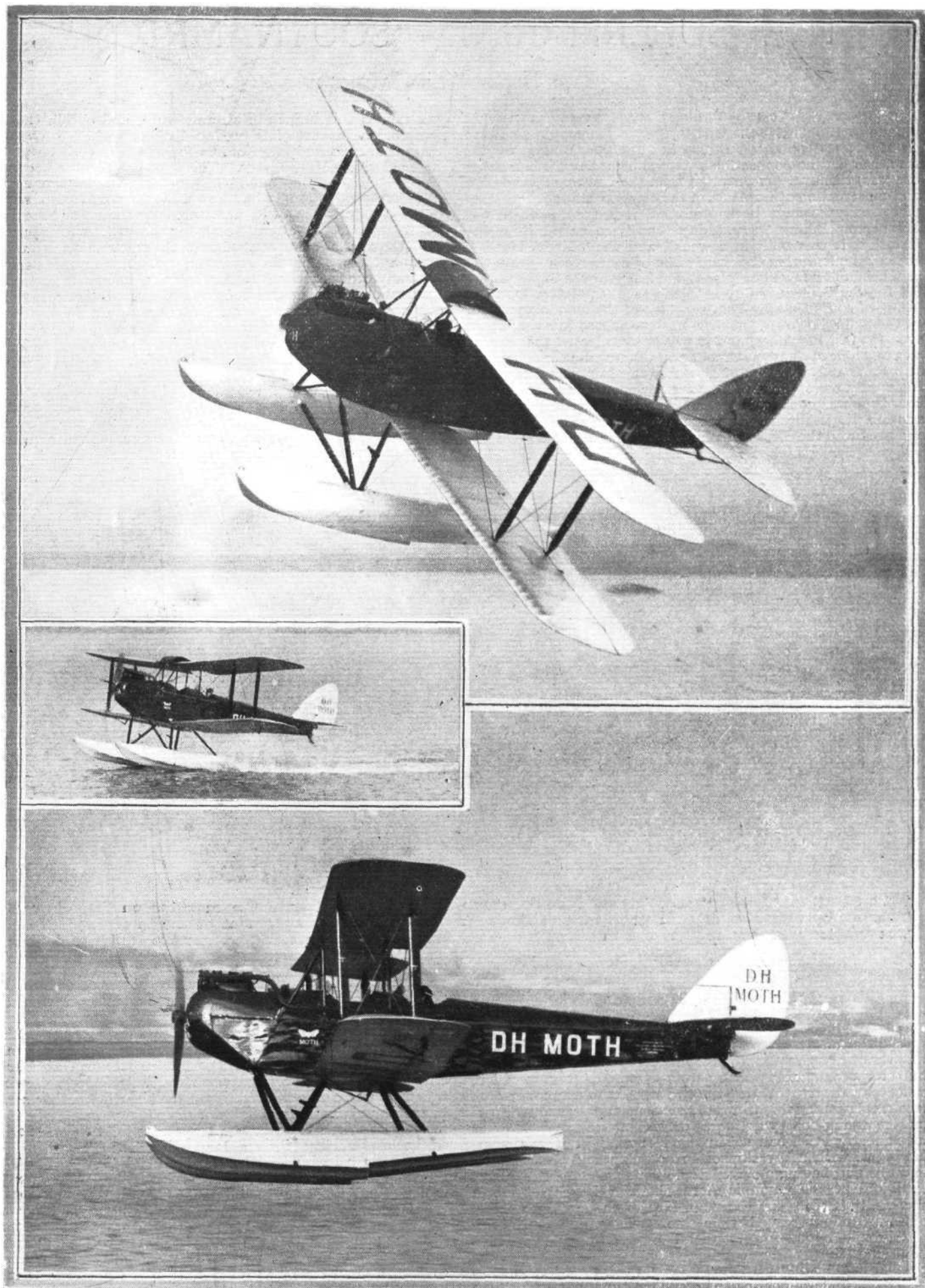
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○ A "Moth" for America: This photograph shows Sir Alan Cobham assisting Lady Cobham into the "Moth" seaplane preparatory to making a short test flight at Rochester on Monday last. The "Moth" looks extremely well in its seaplane form, and gets off and alights remarkably well, while having, apparently, lost nothing in air performance.

○ "FLIGHT" Photograph

○ ○ ○ ○ ○ ○ ○ ○ ○





[" FLIGHT " Photographs]

THE UBIQUITOUS "MOTH": Having conquered the world, so to speak, as a landplane, the de Havilland "Moth" has now been most successfully turned into a seaplane, and Sir Alan Cobham will take one of these machines with him to America, where the "Moth" is to be built under licence, and will fly, with Lady Cobham, the last few miles from Sandy Hook to New York. The machine is here seen being tested at Rochester by Capt. Hubert Broad. The floats were made by Short Brothers, and, in fact, are those originally fitted to the Short "Mussel." The engine is a "Cirrus" Mark II.

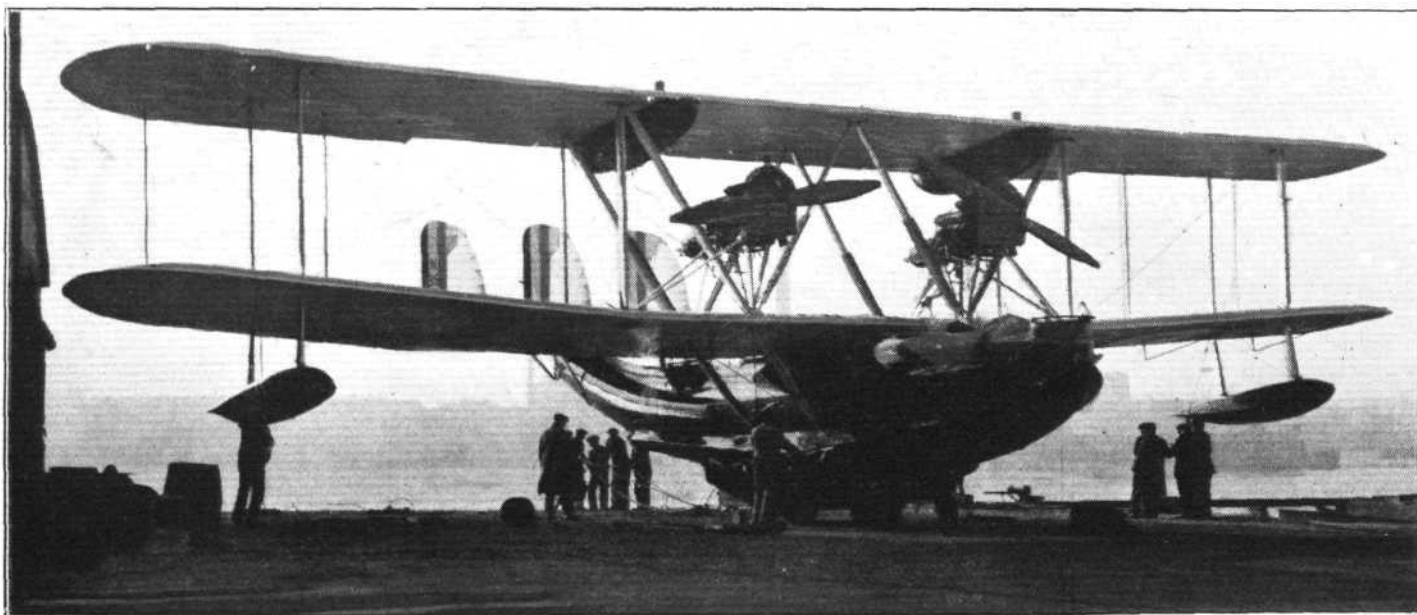
THE SUPERMARINE "SOUTHAMPTON"

Two Napier "Lion" Engines

THE Supermarine Aviation Works, Limited, occupy a somewhat unique position inside the British aircraft industry. Founded by Mr. Noel Pemberton Billing in 1913 (Mr. Billing, by the way, has had no connection with the company for a number of years) this firm concentrated from the first upon the design and construction of seaplanes of the flying-boat type. Machines of other types have been produced, it is true, such as the Pemberton Billing "seven day 'bus" (so called from the fact that it was built in a week), and the "Night Hawk" triplane built during the war, while of more recent years the firm has built a few light 'planes and last year the Supermarine S.4 for the Schneider Cup seaplane race, the latter machine being, of course, a twin-float seaplane of the monoplane type. In the main, however, the firm has specialised in flying boats even for fast machines, and it will be recollected that it was on a machine of this type that Captain Biard won the Schneider Cup Race at Naples in 1922. After the 1923 Schneider Cup Race at Cowes, however, it was decided that the flying-boat type was no longer fast enough for the speeds demanded, and Mr. R. J. Mitchell, the firm's chief designer, set to work and produced the S.4, to which reference has been made above.

position in this branch of aircraft work, and within the last year or so the firm has produced a boat which proved an instant success and large orders for which have been placed by the British Air Ministry. This type has become known as the "Southampton," and the machine having gone into quantity production it has now become possible to give a detailed description of it, unfettered by the rules of secrecy which surround all aircraft built for the British Air Ministry until the restrictions are raised upon the machine being ordered in quantities. The Supermarine "Southampton," among its many other excellent features, incorporates the somewhat unusual one of being able definitely to fly and manoeuvre with one of its two Napier "Lion" engines stopped. There are probably very few types of twin-engined aircraft in the world able to do this, and the fact that the "Southampton" will do it with comparative ease speaks well for the design of the machine.

It will not be unknown to readers of FLIGHT that during the years immediately following the war the flying-boat type of machine received somewhat step-motherly treatment by the authorities, a fact upon which we have commented frequently



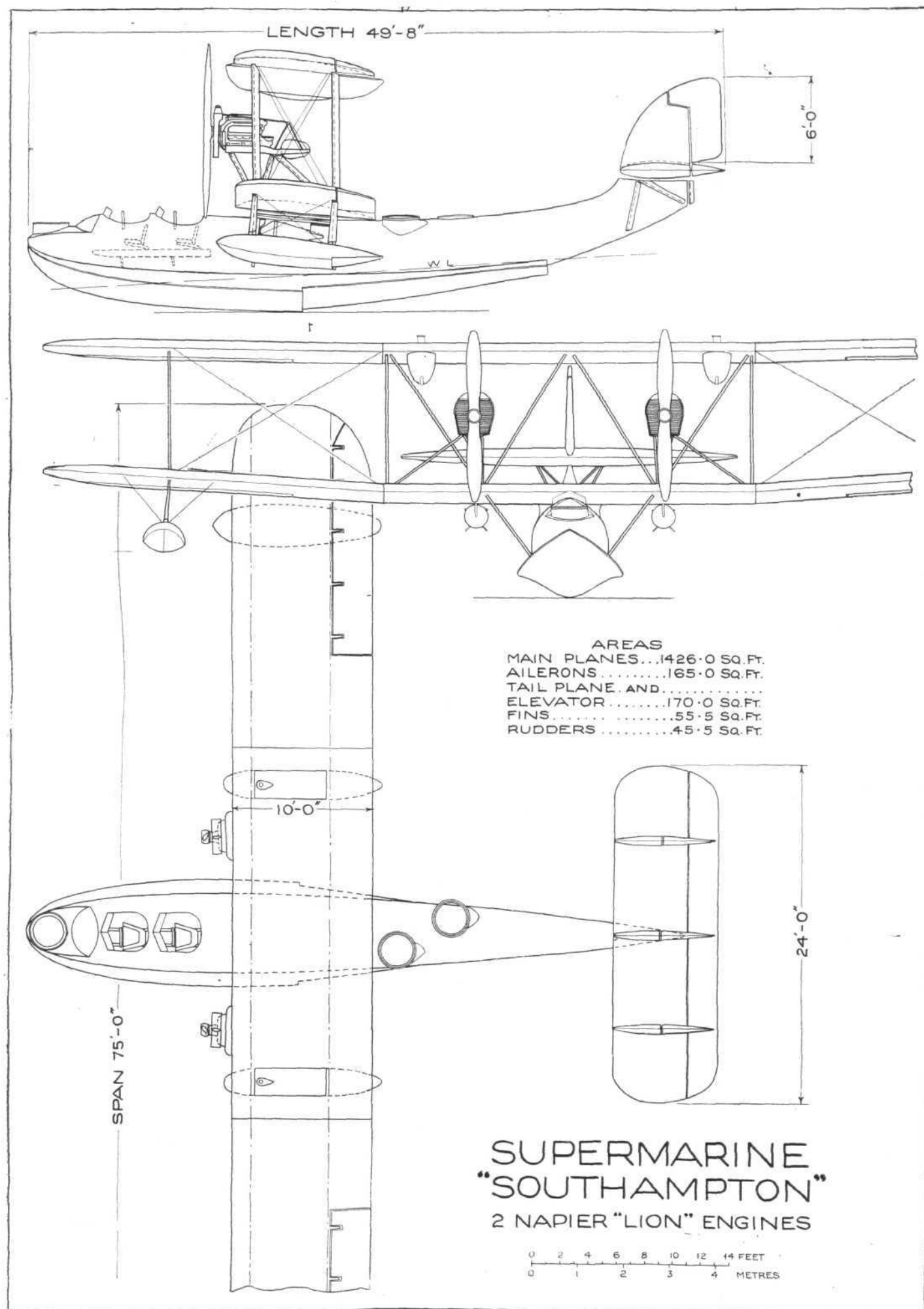
THE SUPERMARINE "SOUTHAMPTON" Three-quarter front view of the machine on the slipway. This photograph also gives a good idea of the somewhat unusual arrangement of the interplane struts. The Napier "Lion" engines are mounted on struts independent of the wing structure and can be removed without interfering with the wing bracing.

Another respect in which the Supermarine Aviation Works have differed from most other firms, apart from concentrating on the production of flying-boats, has been that of further specialising on the type of flying-boat hull which has now come to be known as the "Linton Hope" type, consisting of a main hull of approximately circular cross-section, built on to which, as a separate structure, are the two steps. In this connection it is rather interesting to recall that even the very first Supermarine flying-boat was more or less of this type. This machine, the P.B.I had a cigar-shaped hull, built, if we remember right, with a ply skin of spruce planking running fore and aft, and having a single step. This machine, which was exhibited at the Olympia Aero Show in 1914, was not a success, it is true, but the main idea of the circular flexible hull was undoubtedly there in a somewhat crude and incompletely understood form, and all Supermarine flying-boats built since those early days have retained this feature of the circular flexible hull. In modern times this type has come to be looked upon almost as the standard type, but it is worth keeping in mind that when Supermarines first started producing hulls of this type the general practice was to design hulls with straight "V" bottoms and flat sides.

Having specialised for thirteen years on the design and construction of flying-boats, it is not to be wondered at that the Supermarine Aviation Works have secured a leading

in FLIGHT, pleading for greater support for this type of machine which, in our view, is the logical type to develop for British Empire aviation. For a number of years but little was done, and one should not blame the Air Ministry unduly for this, since war-time experience with flying-boats had not been altogether satisfactory, the war-time hulls being somewhat frail and the percentage of useful load carried rather small in comparison with aeroplanes of the same power. The idea rather gained currency that the flying-boat as a type was necessarily less efficient than a land machine. This view has never been held by the Supermarine Aviation Works, and certainly recent developments seem to indicate that a well-designed flying-boat of medium size is at least as efficient as the land machine of about the same weight and power, while it seems very probable that the future will show that in really large machines the flying-boat may be far and away more efficient than its counterpart on wheels. Moreover, so far as can be seen at present, it seems probable that a practical limit in size is likely to be reached much sooner with land machines than with flying-boats, so that if we look to the really large aircraft of the future, the flying-boat type appears to hold very considerable claims on our attention.

However, to return to the history of the Supermarine "Southampton." During the slump to which we have referred, the Supermarine Aviation Works produced a civil



THE SUPERMARINE "SOUTHAMPTON": General arrangement drawings, to scale.

flying-boat, the "Swan," which was a really remarkable machine in many ways, and which appeared to put a somewhat different aspect on the flying-boat question. On the strength of the results obtained with the "Swan," the Air Ministry decided to give the Supermarine Aviation Works a chance to retrieve the reputation of the flying-boat, and a contract for six machines was placed in 1924. The placing of such a contract was, incidentally, significant of the trust which the Air Ministry placed in this firm, since it was an unusual procedure to order six machines of an experimental type. Needless to say, the confidence of the Air Ministry proved to be not misplaced, and the direct outcome was the

praising the boats. This communique was published in FLIGHT at the time, and there is thus no need to repeat it here, beyond recalling that the cruise was one of some 10,000 miles in very bad weather.

On July 1, 1926, commenced the first long-distance foreign cruise by R.A.F. flying-boats to Egypt and back. Like the previous one, this cruise was a complete success, and again an announcement was issued by the Air Ministry (on August 2, 1926) concerning the flight of two "Southamptons" from Plymouth to Aboukir and back, a total distance of some 7,000 miles. This flight was carried out to a pre-arranged schedule, and with one exception the programme was strictly

**The Supermarine
"Southampton"
about to alight.**

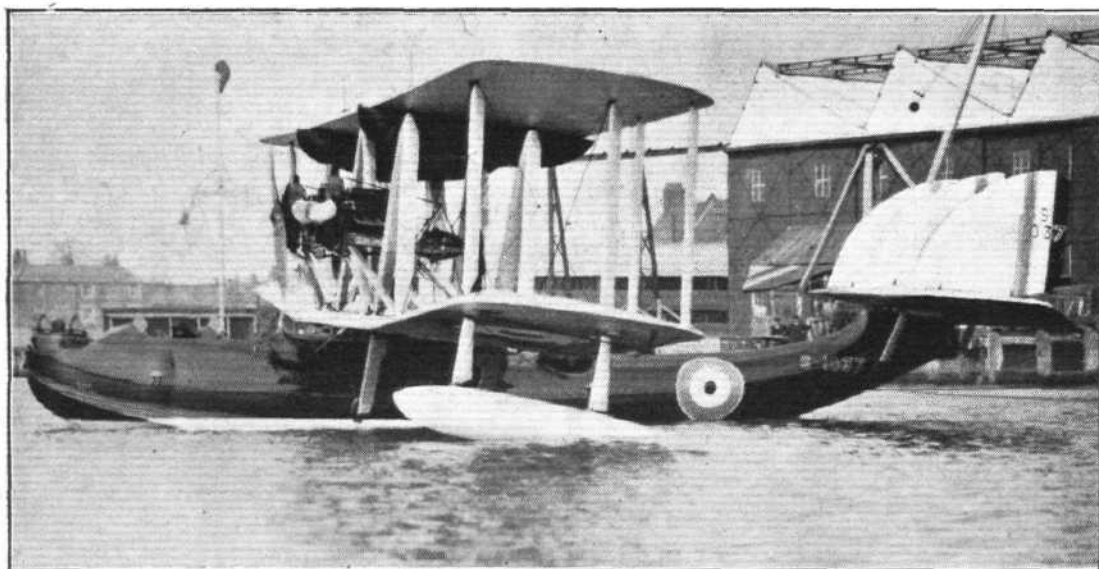


"Southampton" flying-boat, which forms the subject of this article. Work was commenced in August, 1924, and the first machine was flying on March 14, 1925. The machine was found to provide one of those somewhat rare instances in which a machine is absolutely "right" straight away. No modifications of any kind were found to be necessary, and the machine was delivered by air to the Experimental Air Station at Felixstowe on the following day. This feat of designing and constructing a large twin-engined flying-boat in a period of only $7\frac{1}{2}$ months must be regarded as a remarkable achievement. The machine then went through its type tests at Felixstowe, and everything went "without a hitch," with the

adhered to, the exception being that, owing to a northerly gale at Marseilles, it was considered advisable to postpone the departure for Plymouth until the following day. No trouble whatsoever was experienced, either with the machine or with its Napier "Lion" engines, and a special feature of the cruise was that constant wireless communication was maintained throughout, with R.A.F. and other wireless stations.

To appreciate to the full these two cruises, it should be kept in mind that they were in no way stunt flights with an elaborate detail organisation, but ordinary Service exercises with standard machines, carrying throughout a crew of four and full Service load.

The Supermarine
"Southampton"
at rest on the
water.



result that the trials were completed in record time. The "Southampton" was then adopted as the standard twin-engined reconnaissance flying-boat of the R.A.F., and by now a large number of "Southamptons" have been delivered, while many more are still on order.

Hardly had a flight of these machines been handed over to the Service, than it was announced that they would undertake an extended cruise, in conjunction with the Fleet, around the British Isles. This cruise, which commenced on September 3, 1925, was accomplished without incident, and the success, from the Service point of view, was such that, on October 8, 1925, the Air Ministry issued a special communique

Owing to the fact that the "Southampton" has, until comparatively recently, been on the Air Ministry's "Secret List," it has been prevented from attempting to beat some of the existing world's records, although there is very little doubt that it could do so. In point of fact, it is believed that the "Southampton" could beat no less than 15 existing records, and establish four new ones not hitherto attempted. It would scarcely be fair to the firm to state at the moment the exact nature of these records, but it is to be hoped that it will now be found possible to make arrangements for the carrying out of a number of flights with this object in view.

The Supermarine "Southampton" has been designed as a



Naval Patrol and Reconnaissance flying-boat, possessing very long range, being very effectively armed, and capable of carrying out bombing operations.

The "Southampton" is a twin-engined flying-boat with a two-stepped circular-section hull of the flexible "Linton Hope" type, the steps being built on as a separate structure. Apart from the generally "clean" lines of the hull, the machine is mainly remarkable on account of its somewhat unusual wing structure.

The whole machine has been designed with a view to eliminate "blind spots," i.e., areas blanketing the gunners' view and field of fire. As a result the "Southampton" is well able to defend itself, and the manner in which the usual "blind spot" behind the tail has been avoided is extremely interesting. To begin with, the tail has been designed as a semi-cantilever, the supporting struts projecting but a very short way out from the tail root. Secondly, the cockpits for the aft guns are placed as far out as possible laterally, and staggered in relation to one another, so that from one or other of the two cockpits there is no blind area beyond a distance of about 50 ft. from the tail.

The hull has been given plenty of freeboard and buoyancy, so that the cockpits and propellers are well clear of the water, and the lines of the hull and planing bottom are such that the machine is exceptionally "clean" when manoeuvring on the sea. Very complete marine gear is provided, such as towing bollards, mooring slings, boathooks, sea anchor, etc., so that the machine can be very efficiently handled while on the sea. The forward cockpit is well situated for the purpose of picking up moorings and generally attending to the various operations on the water.

Another feature of the "Southampton" is that no petrol is carried inside the hull, the main petrol tanks being supported under the top plane. In consequence the hull itself is particularly free of obstructions, and in fact it is possible for members of the crew to walk about freely anywhere from bow to stern. There is even ample space in which to sling hammocks for the crew, who can, and do, thus sleep on board. In fact, except for refuelling, the machine is independent altogether, and is a self-contained unit.

The accommodation for the crew is as follows: In the bows is the forward gunner's cockpit, fitted with mounting for Lewis gun. A comfortable hinged seat is provided, which can be swung out of the way and stowed when the gun is being operated. Aft of this is the pilot's cockpit, while behind that again is the cockpit for the navigator. Inside

the hull, aft of the navigator's cockpit, is a roomy compartment with chair and table for the navigator, the wireless compartment being still farther aft. Finally, the two rear gunners' cockpits are situated quite a long way aft of the wings, where the field of fire is exceptionally clear.

The total loaded weight of the "Southampton" is 14,300 lbs. (6,500 kgs.), and clearly the disposable load can be arranged in any way suitable to the purpose of the machine. When used as a bomber the "Southampton" carries the following load: Crew of four, 720 lbs. (327 kgs.); armament and military equipment, 2,130 lbs. (968 kgs.); 300 gallons of petrol, 2,220 lbs. (1,000 kgs.); 22 gallons of oil, 220 lbs. (100 kgs.). Total load, 5,290 lbs. (2,405 kgs.). When the machine is used for reconnaissance the load is composed as follows: Crew of five, 900 lbs. (410 kgs.); armament, etc., 1,130 lbs. (514 kgs.); 400 gallons of petrol, 2,960 lbs. (1,345 kgs.); 30 gallons of oil, 300 lbs. (136 kgs.); total load, 5,290 lbs. (2,405 kgs.). For bombing the range has been reduced to enable 1,000 lbs. (455 kgs.) of bombs to be carried. Fitted with two Napier "Lion" engines, using 0.65 pints of petrol per horse-power per hour, the "Southampton" has the following officially observed performance: Maximum speed at sea level, 107.7 m.p.h. (173 km./h.); rate of climb at sea level, 610 ft./min.; ceiling, 14,000 ft. (4,260 m.); minimum speed, 56 m.p.h. (90 km./h.); optimum cruising speed, 85 m.p.h. (137 km./h.); range at cruising speed (400 gallons of petrol), 680 miles (1,100 kms.).

The Supermarine "Southampton" could, of course, be converted into a commercial machine, when, by allowing for a crew of two, wireless instruments, marine gear, seating, etc., 800 lbs. (364 kgs.), there would be a disposable load of 4,490 lbs. (2,040 kgs.) that could be arranged in any combination desired; as, for instance, 400 gallons of petrol, range 680 miles (1,100 kms.); duration, 8 hrs.; number of passengers with luggage, 6. Or, petrol, 300 gallons; range, 510 miles (820 kms.); duration 6 hrs.; and 10 passengers. Or, 200 gallons of petrol, range 340 miles (550 kms.); duration, 4 hrs.; and 14 passengers. These figures are all based upon a cruising speed of 85 m.p.h. (137 km./h.). This is for a total loaded weight of 14,300 lbs. (6,500 kgs.). For long-range work it would be permissible to "overload" the machine up to a total loaded weight of 15,700 lbs. (7,140 kgs.), when, by reducing the weight of crew, armament, etc., the range would be greatly extended.

(To be continued.)

THE ROYAL AERO CLUB OF THE U.K.

OFFICIAL NOTICES TO MEMBERS

COMMITTEE MEETING

A MEETING of the Committee was held on Wednesday, November 10, 1926, when there were present:—Brig.-Gen. Lord Thomson, C.B.E., D.S.O., in the Chair; Air Vice-Marshal Sir W. S. Brancker, K.C.B.; Mr. Ernest C. Bucknall; Lieut.-Col. M. O. Darby; Lieut.-Col. John D. Dunville, C.B.E.; Mr. E. J. B. How; Wing-Commander T. O'B. Hubbard, M.C., A.F.C.; Lieut.-Col. Sir Francis K. McClean, A.F.C.; Lieut.-Col. M. O'Gorman, C.B.; Mr. F. Handley Page, C.B.E.; and the Secretary.

Election of Members.—The following New Members were elected:—

Major Ralph Harrison Archbald.
George Edward Heyl.
Richard Cecil Joynson-Hicks.
James Jeffs.
Henry Warren Lambert.
Bernard More Troughton Shute Leete.
Flight-Lieut. William Geoffrey Meggitt.
Lieut.-Col. Frederick Frank Minchin.
The Duke of Nemour.
St. John Tempe Plevins.

Aviators' Certificates.—The following Aviators' Certificates were granted:—

8040.	Reginald Clarence Presland	..	5th Oct., 1926.
*8041.	Harold Blake Holdway	..	30th June, 1924.
8042.	Charles William John Allen	..	9th Oct., 1926.
8043.	Alan Harry Maxwell Lees	..	21st Oct., 1926.
8044.	George de Horne Vaizey	..	21st Oct., 1926.
8045.	Sicele O'Brien	..	20th Oct., 1926.
8046.	Jack Cuthbert Larking	..	27th Oct., 1926.
8047.	Joseph Barros	..	29th Oct., 1926.
*8048.	Joseph John Hayes	..	15th Nov., 1918.
8049.	Julio Fernandes Costa	..	31st Oct., 1926.

8050.	Harry Ellis	..	1st Nov., 1926.
8051.	Edward Roy King	..	3rd Oct., 1926.
*8052.	David Moncur	..	10th Nov., 1926.

* Granted on Royal Air Force Graduation Certificate.

Vacancy on the Committee.—Sir Alan J. Cobham, K.B.E., A.F.C., was unanimously elected to fill the vacancy on the Committee.

F.A.I. Rome Conference.—Lieut.-Col. M. O'Gorman, C.B., reported fully on the Conference of the Federation Aeronautique Internationale held at Rome on the 10th-16th October, 1926.

A unanimous vote of thanks was passed to Lieut.-Col. O'Gorman for attending the Conference on behalf of the Royal Aero Club.

F.A.I. Gold Medal.—It was unanimously decided to put forward the name of Sir Alan J. Cobham for the award of the F.A.I. Medal for the year 1926.

Sub-Committee.—The reports of the following Sub-Committees were received and adopted:—Finance Committee, Racing Committee, House Committee, Joint Standing Committee (R.Ae.C. and S.B.A.C.).

MEMBERSHIP OF THE ROYAL AERO CLUB

INTENDING members are reminded that they can join the Royal Aero Club now, and their first subscription carries them to December 31, 1927. There is no entrance fee, and the rates of subscription are £6 6s. per annum and £3 3s. per annum in the case of officers of the Royal Air Force, Royal Air Force Reserve, Auxiliary Air Force and Air Ministry Departments.

Offices: THE ROYAL AERO CLUB,

3, CLIFFORD STREET, LONDON, W. 1.

H. E. PERRIN, Secretary.

THE INTERNATIONAL SCHNEIDER CUP SEAPLANE RACE

A Remarkable Italian Victory at 246.496 m.p.h.

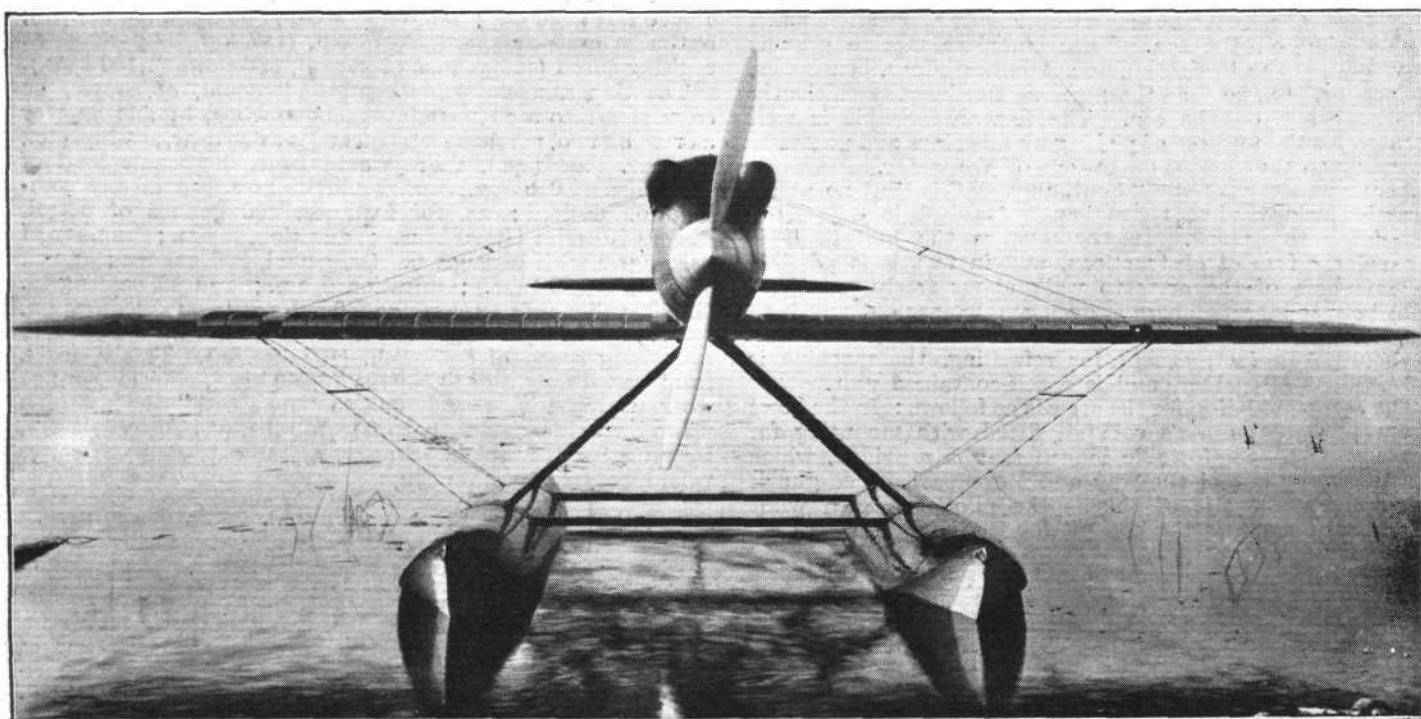
THE classic Schneider Cup contest has, after all, been given a further lease of life, and the cup has found a temporary (?) home in Europe once again. For the result of this year's—the ninth—contest, which was decided in Hampton Roads, U.S.A., after three postponements, on November 13, has to be recorded a splendid victory for Italy, Maj. Mario di Bernardi, one of the Italian team, winning with an average speed of 246.5 m.p.h., and thus beating all previous records. This means that Great Britain—a non-entrant this year—has a chance of winning the next race, which will be held, probably in Venice, in 1928. It should be pointed out here that at a recent meeting of the F.A.I. it was decided that, in the event of America not winning this year's contest, when the cup would be open to further contest, subsequent races should be held once in two years and not annually.

Although the actual contest on Saturday last was got through without serious accident, this year's contest has not, unfortunately, passed without tragedy. During preliminary

interest to note that this pilot, on November 8, established an unofficial record of 256 m.p.h. on his machine, the Curtiss R.3c-4. Weather conditions were so bad on November 10, however, that it was decided to again postpone the race until November 12-13.

One machine was "eliminated" in the trials on the 12th, Lieut. Tomlinson nose-diving into the bay on the Curtiss-Packard R3C-3 racer. He was submerged for several seconds, but managed to free himself and escaped unhurt. The other entrants passed the trials successfully.

Thus, for the race itself on Saturday, the following presented themselves for the fray: Italy—Maj. Mario di Bernardi, Capt. Arturo Ferrarini, and Lieut. Adriano Bacula, all flying Macchi M39 monoplanes fitted with 800 h.p. Fiat engines. America—Lieut. Cuddihy on Curtiss R3C-4 biplane (700 h.p. Curtiss V-1550), Lieut. C. F. Schilt on Curtiss R36-2 biplane (600 h.p. Curtiss V-1400)—last year's Schneider Cup winner—and Lieut. Tomlinson on the reserve Curtiss.



THE 1926 SCHNEIDER CUP WINNER: The Macchi twin-float mono-seaplane, fitted with a Fiat 800 h.p. engine.

trials or tests in connection with the Schneider Cup race, three pilots lost their lives. Marchese Centurione, one of the Italian entrants, was killed at Schiranna air station (Italy) on September 21, when testing one of the Macchi racers. Two American entrants also lost their lives, one, Lieut. F. H. Conant, being killed whilst flying, in a service machine, from Washington to Norfolk, after having previously accomplished an unofficially recorded flight of over 250 m.p.h. on one of the Curtiss racers.

The course this year was a triangular one of 50 kms., extending from the southern end of Newport News wharf to the northern end of the Naval Operating Base, Hampton Roads, thence north-east to a mark 15.9 kms. away, and back to Newport News. This course had to be covered seven times, giving a total distance of 350 kms. The race itself, as before, was preceded by eliminating trials.

October 24 was the original date fixed for this year's race, but at the request of Italy—who was unable to get ready in time—it was postponed to November 11. On November 10 a start was made with the eliminating trials, weather conditions being far from ideal, and Capt. Ferrarini (Italy) made a plucky flight in a bad squall. Soon after starting the wind rose to about 40 m.p.h., and a very heavy downpour of rain caused some anxiety to be felt as to the possibility of the pilot being able to come through with safety. However, Capt. Ferrarini managed to effect a good landing and taxied safely to shore.

In the afternoon Lieut. Cuddihy, one of the U.S. entrants, ascended and covered the course at 240 m.p.h. It may be of

Maj. Bernardi was an easy winner, his average of 246.496 m.p.h. for the course being well above any of the other efforts; on his third and sixth laps he touched 248.5 m.p.h.

Lieut. Schilt (U.S. Marines) came in second with an average of 231.363 m.p.h. (less than last year's winner), and Lieut. Bacula obtained third place for Italy with 218 m.p.h. Lieut. Tomlinson was the only other to finish—so he came in fourth at the terrific speed of 137 m.p.h.! Capt. Ferrarini, who completed three laps at 238 m.p.h., was forced down by engine trouble, while Lieut. Cuddihy also had to come down after completing six laps at an average speed of 239 m.p.h.

The Italian victor and his companions were enthusiastically cheered at the conclusion of the race, and a cable was sent to Sig. Mussolini by the U.S. Government offering congratulations to the Italian team's fine sportsmanship and ability. The Schneider Cup was presented to the Italian victor at a banquet to the Italian team on the night of the race.

As regards the machines in this year's contest, the three Italian machines were of similar type—twin float monoplanes, with 800 h.p. Fiat engines, a general idea of which may be obtained from the accompanying illustration. The three American machines were all twin-float Curtiss racing biplanes, and were, in fact, the same machines as were flown in the contest last year, and differ only in minor details and the engines fitted. One of the latter is the new Curtiss V-1550—a development of the D-12 and V-1400 engines. A second machine was fitted with the new special Packard V-1500 geared engine developing 700 h.p., whilst the third was much the same as when it won the Schneider Cup last year.

EAST AFRICAN AIR LINE

By way of celebrating the "birth" of the first Commercial Flying Service between Khartoum and East Africa, organised by the North Sea Aerial & General Transport Co., Ltd., a distinguished party travelled, on November 15, to Messrs. Short Bros'. Aeronautical Works at Rochester, on the banks of the Medway, to attend the christening and launching of the first seaplane to be used in the service. The actual ceremony of naming "The Pelican" was performed by Lady Beatrice Ormsby-Gore, the wife of the Under-Secretary of State for the Colonies, Mrs. T. H. Gladstone, mother of Capt. T. A. Gladstone, afterwards presenting Lady Beatrice with a silver salver on which a map of Africa was engraved, showing the air route along the White Nile. The piloting upon the occasion was in the hands of Capt. H. S. Broad, who, after "slithering" the graceful little craft off the river mud, gave a short and convincing exhibition of the manoeuvrability and wonderful efficiency of the machine.

"The Pelican" is a four-seated D.H. 50, fitted with a 420 h.p. Radial Bristol Jupiter, a Fairey-Reed metal airscrew, and special Duralumin floats by Short Bros., and built to the order of the North Sea Aerial Transport Co., who are allied with the Blackburn Aeroplane Co. The enterprise is mainly due to the work and organisation of Capt. Gladstone, whose long view is likely to bear a rich harvest, not only we hope for the Company, but for Imperial inter-communication.

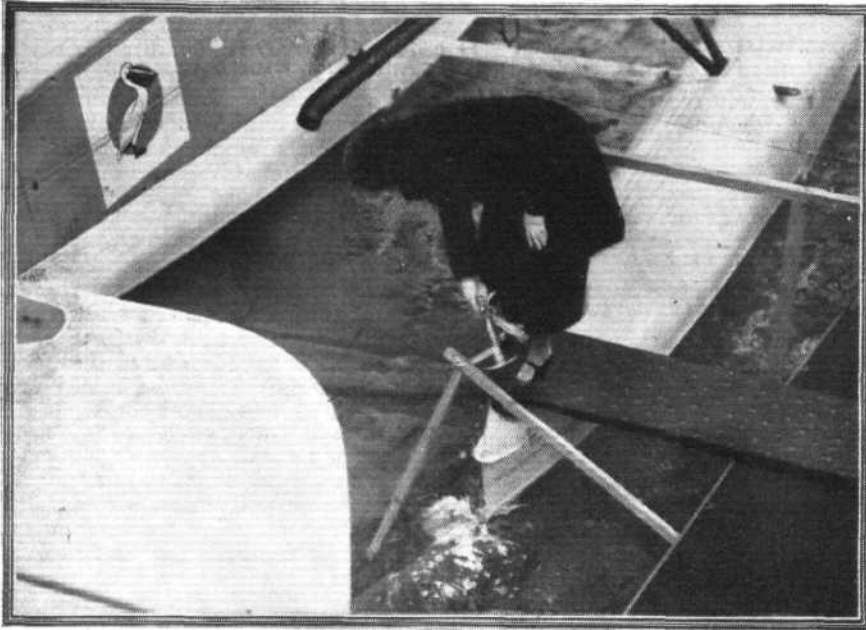
At a subsequent luncheon at the old Bull Hotel, of Charles Dickens' fame, at which Mr. R. Blackburn presided, the Rt. Hon. Ormsby-Gore read a letter from Sir Samuel Hoare, who was unavoidably, through illness, prevented from being present, in which Sir Samuel said:—

"This project is one which seems to me to be of the most far-reaching importance alike to the Air Ministry and the Colonial Office. From the broad aspect of Imperial air communications, this service is the first link in what will



["FLIGHT" Photographs]

"A WONDERFUL BIRD IS THE PELICAN": Intended for use on the Khartoum-Kenya air route, the first D.H.50 seaplane, with Bristol "Jupiter VI" engine, was tested on Monday last at Rochester by Capt. Broad. In the lower picture Broad is seen taking off from the mud, while above the machine is seen alighting and in flight. The inset shows Capt. Broad. The floats, made of Vickers Duralumin, were designed and built by Short Brothers.



["FLIGHT" Photograph]

CHRISTENING THE "PELICAN": Lady Ormsby-Gore breaking a bottle of champagne on the float of the D.H.50 seaplane which is going out to Africa.

ultimately be one of the most important routes of the Empire, that from Cairo to the Cape, a route which should be of first-class strategic, as well as commercial, importance."

Mr. Ormsby-Gore, in wishing success to the new enterprise, said it was only today we had laid the foundation to what would lead to practical results. It would establish the certainty that up the Nile was the most hopeful commercial, as well as strategical, route to Africa. Its inauguration was due to the present company's generosity through the enterprise of Capt. Gladstone in establishing the route in conjunction with the Governments of Kenya, Uganda and the Soudan.

Sir William Gowers, Governor of Uganda, speaking on behalf of the other Governments interested, said one of the most promising signs was that the undertaking had the whole-hearted support of both the official and unofficial sides. Every improvement in transport in Africa tended to consolidate Imperial interests in the country. Roads and railways, by reason of their cost and time in construction,

were out of the question and aviation was their only hope. Great Britain, he said, had been so far very backward in pushing along aviation, whereas France and Belgium had both gone forward and had established themselves in that respect. But the British had, nevertheless, performed wonderful pioneer work in Africa which would later bear fruit. After detailing some of the earlier flights, Sir William said he hoped the present organisation would be supported by the Belgian Government for their Congo possessions—it would certainly be patronised by them—although the Belgian Government were a little shy, as they wondered why the British Government were not supporting their own people. They were, however, all convinced that civil aviation in Africa must come, and this air service was the first attempt to establish a commercial and economic air line in East Africa with a regular service. Just as new railways and roads were not immediately directly profitable, so he thought the value of the air line must be measured by the development it brought with it. At least 10 days would be saved by the present scheme in mails between London and Kisumu, and with an air line extending north to Cairo the time saved would amount to a fortnight.

Sir Humphrey Leggett, Chairman of the East African section of the London Chamber of Commerce, in viewing the enterprise from the commercial point of view, said that at present East Africa was only 10 days distant from India, and it was essential to British trade to deal with this adverse time balance which existed in communications with the business centres of Liverpool and Manchester, the value of which could not be overrated.

Colonel I. A. E. Edwards, C.M.G., of the Civil Aviation Department, Air Ministry, said that if we are to progress and maintain our position, we must tighten up our connections by means of the air routes. The development of Imperial Air Services was the concern of every man, woman and child in the Empire, quite apart from the political aspect. Without adequate capital, we could not expect adequate emigration to our widely-flung possessions. The cost of aviation services should not be made so much of. In India, a recent estimate for an air organisation, over a 2,000-miles route, compared in cost with another estimate which would provide a railway service over 30 miles only. If the air



["FLIGHT" Photograph]

BRITISH AIR LINE IN AFRICA : This photograph shows the de Havilland 50, fitted with a Bristol "Jupiter," which is to be used for the new air line operating between Khartum to Kenya. The Duralumin floats were built by Short Brothers, of Rochester. Note the extra petrol tanks.

were used to the same extent as the railways, the cost would be infinitesimal in comparison. Our "nursery" services had taught us so much and given us such experience, that we were now better able to establish air routes successfully. In this respect, Captain Gladstone had persevered in this particular enterprise, and no man could be better fitted than he to carry through to success such an undertaking as they had that day helped to inaugurate.

Captain Gladstone said that all they asked was for them to be given the opportunity of proving what they could do by testing the services in person, and by despatch of goods.

Mr. Oswald Short, for his firm, said he was proud to have been associated in the enterprise, and with the other firms concerned, viz., the De Havilland Co., the Blackburn Co., and Fairey Co., who had supplied the air-screw.

LIGHT 'PLANE CLUB DOINGS

London Aeroplane Club

FLYING was only possible on three days during the week ending November 14, owing to unfavourable weather. The total flying time was 12 hours.

The following members were given instruction:—C. E. Murrell, Lady Bailey, G. H. B. Madocks, H. Spooner, H. Solomon, J. G. Crammond, A. Southgate, F. C. Elford, Miss Taggart, G. Wallcousins.

The following flew solo:—N. Jones, G. H. Craig, S. O. Bradshaw, Lady Bailey, O. J. Tapper.

The following were given joy rides:—L. C. Davey, S. H. J. Garne, Mrs. Glaskie, Miss Wilson, J. J. Hofer.

The Hampshire Aeroplane Club

REPORT for week ending November 11.—Total flying time, 4 hrs. 38 mins. Instruction flying, 3 hrs. 45 mins. Solo flying, 53 mins.

The following Members received instruction:—Messrs. Graham, 2 hrs. 20 mins.; Stokes, 35 mins.; Nicholson, 10 mins.; Bound, 10 mins.; Courtney, 15 mins.; Shepherd, 25 mins.

The following members flew solo:—Mr. Perfect, 28 mins.; Flying Officer Clarkson, 10 mins.; Lieut. Graham, 15 mins.

Capt. Bailey, of Imperial Airways, has kindly consented to act as examiner for the technical examination of applicants for Royal Aero Club licences, and has been approved for that office.

The club has arranged to hold the first annual dinner at the South Western Hotel, Southampton, on Thursday, December 2, when the President, Lord Louis Mountbatten, will preside.

Lancashire Aero Club

REPORT for week ending November 13:—The weather permitted flying on Sunday and Friday. Total time for the week 18 hrs. 35 mins., made up as follows:—

Dual with Messrs. Brown, Cantrill and Scholes:—Twemlow, 1 hr. 20 mins.; Crosthwaite, 45 mins.; Cohen, Costa, Dickinson, McNair and Miss Brown, 35 mins. each; Anderson, 40 mins.; Abdalla, 30 mins.; Newton and Wade, 25 mins. each; Moore, Dobson and Powell, 20 mins. each; Goodyear, Gattrell, Hargreaves, Leigh and Miss Emery, 15 mins. each.

Solo:—Messrs. Costa, 2 hrs. 25 mins. Goodfellow and Williams, 40 mins. each; Leeming, 35 mins.; Lacayo, 10 mins.

Joy-rides. With Mr. Leeming:—Miss Shiers, 40 mins.; Messrs. Mitchell, 35 mins.; Jones, 30 mins.; Powell, 10 mins. With Mr. Lacayo:—Mr. Benson, 1 hr. 35 mins. With Mr. Brown:—Miss Barbour, 10 mins.

Test flights, 1 hr. 10 mins.

The large wood on the aerodrome is to be cut down, and the club is divided into factions over it. One party (which includes all the pupils who are tired of being told that they can't have instruction on landings because the wind is blowing South-west across the road) cannot praise too highly the broad-minded and public-spirited policy of the Avro Company. The other party (which includes all those who have been in the habit of strolling through the aforesaid wood with a gun on the look-out for the odd bird) strongly condemns the proposal as a piece of sheer vandalism, and considers that a public protest should be raised against the desecration of one of the beauty spots of East Cheshire. There is no division of opinion, however, upon Avro's proposal to put a light steam-roller over certain parts of the 'drome, where the surface

Lord Cranworth, in congratulating the directors of the company, said that after 18 months spent in travelling from East Africa and back, he could feelingly say, any attempt to shorten that would be a benefit to the Empire.

The service is to start in January, and we understand that the Royal Air Force in Egypt have arranged to make some connecting flights from Khartum to Cairo, and the South African Air Force will probably make at least one flight north to connect from Cape Town with the Kisumu-Khartum service.

As previously mentioned in FLIGHT (December 24, 1925), the service will be once weekly in each direction and the route follows the White Nile from Khartoum to Malakal, thence via Mongalla, Butiaba, Jinja, to Kismu, on Lake Victoria—a total distance of 1,400 miles.

is particularly bad. A few days rolling with the ground in its present soft state should do a tremendous amount of good.

We appreciate the sporting spirit shown by the Yorkshire Club in last week's notes and thank them for it. It does seem a pity that G-EBNN should be doing nothing, but if they would care to loan the rest of her to one of our members we have a pilot available at the moment who is most anxious to do cross-country flying, and who would gladly (provided he was allowed to land as often as he liked) follow Messrs. Stack and Leete round the world if need be, with a view, of course, to bringing back any of the missing parts found in their possession!

Midland Aero Club, Ltd.

REPORT for week ending November 13.—The total flying time was 5 hrs. 2 mins.

The following members had dual instructions:—A. B. Gibbons, C. Fellowes, G. Aldridge, H. Smith.

The following members made solo flights:—A. B. Gibbons, R. L. Jackson, H. J. Willis, E. J. Brighton, C. L. Knox, W. Swann, J. Brinton.

On Sunday Mr. Gibbons made his solo flight, which was satisfactorily carried out.

A week of very high winds restricted the hours flown.

The Newcastle-upon-Tyne Aero Club

REPORT for week ending November 14. Total flying time, all by members, 3 hrs. 15 mins. Very bad weather was experienced during the week and, in addition, LX. has been taken off service for some minor repairs and LY will only go back to service at the beginning of next week.

The following members flew with passengers. Dr. Dixon with Mr. Wilson; Mr. Forsyth Heppell with Mr. Wilson and Mr. J. M. Kennedy.

Mr. Irving put in some more solo flying, and is now ready for his tests. He flew for 75 mins. during the week.

The Yorkshire Aeroplane Club

REPORT for the week ending November 12. Total flying time, 9 hrs. 45 mins. as follows:—

Solo: 4 hrs. 15 mins. Dual instruction, 5 hrs. 30 mins. The soloists were:—Messrs. L. S. Dawson, Lax, Mann, Norway, Watson and Wood. The following received dual instruction:—Messrs. Gratwick, Mann, Oglesby, Swift, Wilson and Capt. Beaumont. The number of flights totalled 25. Flying has only been possible on four days this week on account of the weather. We have given up the unequal struggle to frame this remark differently.

The total time flown for the first three days when flying took place this week was, curiously enough, precisely the same as last week; but Friday's figure of 1 hr. 50 mins. brought the total up to that already stated.

Mr. Mann was laughed on Saturday, and put up a very good show. On Sunday no less than eight Members stood up before Mr. Stevenson, and successfully recited their piece to qualify for an "A" licence. Mr. Loton has been appointed examiner for the flying test, and six members are now waiting for his attentions.

Miss Woodhead, after 8½ hours' dual, is now waiting for weather to go solo. We claim this as a Club record for an "ab initio" lady. Possibly the Newcastle Club hold the "slow but sure" record for a member of the fair sex, as we understand one took some sixty hours to reach the first solo stage. Will anyone dispute these claims?

ALL THE WORLD'S AIRCRAFT*

THAT useful volume of reference, "All the World's Aircraft," has once more made its appearance, in its 1926 form. All the improvements introduced in last year's edition have been standardised and, to a certain extent, still further improved. In short, the present edition contains considerably more information, and is very much more complete, than any previous issue. In the "Historical" section—which, it should be explained, deals with the history of aviation in each country during the preceding year, and *not*, except where necessary, with the early history—information has in most cases been obtained from official sources, so that besides being somewhat fuller this time, it may be regarded as authentic and reliable. As pointed out in the preface, a fairly detailed history, over a period of several years, of the progress made in aviation by any particular country, may be obtained by studying successive volumes of "All the World's Aircraft."

Many new types are to be found in the section dealing with aeroplanes produced in different countries, and, in spite of the difficulty in obtaining information from some countries and aircraft firms, the information in this section is certainly very complete. The section devoted to helicopters is almost conspicuous for its absence, for it only contains a reference—rather, we think, on the brief side—to the Cierva Autogiro.

The next section deals with aero engines, and this, again, is full of interesting and up-to-date information. Then follows the comparatively short section devoted to airships; possibly in the near future this section will have to be considerably enlarged.

Other sections in this volume include a list of all the world's air lines and another list giving the noteworthy flights of 1925-26. At the end is an alphabetical index, from which, by means of an ingenious system of cross-reference, any type of aeroplane, engine or airship may readily be found.

* "All the World's Aircraft", Compiled and Edited by C. G. Grey Sampson Low, London. Price £2 2s.

An Aerial Financier

MR. LOEWENSTEIN, the Belgian financier, makes good use of his privately-owned aeroplanes for pleasure as well as business. On November 8, he flew in one of his machines from Croydon to Croxton Park, Leicestershire—where he is constructing a private aerodrome—and then motored to his hunting quarters at Thorp Satchville in order to attend the Quorn Hunt.

FROM THE FOUR WINDS

The French Flight to Madagascar

ONE of the two French flying boats which are making a cruise from France to Madagascar has met with a slight accident, which has caused a delay, although it is hoped that repairs by the crew will be possible. This is the C.A.M.S. flying boat, which was damaged at Gaya on the Niger. The other machine, a Liore and Olivier, with (French) Bristol "Jupiter" engine, has arrived safely at Stanleyville in Belgian Congo, having covered up to date something like 9,300 kms. (5,775 miles), leaving approximately another 4,000 kms. (2,480 miles) still to be flown.

French Line to South America

IN French aviation circles it is now regarded as almost certain that the necessary financial support of 7,000,000 francs will be voted for an air line between Dakar, in West Africa, to Pernambuco, in South America. The line is to be operated by the Latecoere Company, who already run the service to Dakar, flying boats being used from Dakar to the Cape Verde Islands and from the island of Noronha to Pernambuco, fast marine vessels operating over the long sea section between Cape Verde and Noronha. If all goes well, it is hoped to have the service in operation in July, 1927.

Ambition!

FROM time to time rumours get about to the effect that this or that foreign engineer has designed a giant flying machine. One of the most ambitious projects which have come to our notice so far owes its origin to Oberingenieur R. Klamt, of Breslau, who suggests the construction of a monoplane flying boat with three boat hulls, a span of 140 m. (459 ft.), a wing area of 2,750 sq. m. (30,000 sq. ft.), a total loaded weight of 55,000 kgs. (121,000 lbs.), driven by five engines of 3,000 h.p. each, and carrying 150 passengers. Why not go the whole hog and stick a pair of wings on the *Leviathan*?

A Mexican Air Mail

A CONTRACT, spreading over a period of ten years, has just been arranged between the Mexican Government and the Compania Mexicana de Aviacion for the establishment of a mail and passenger air service between Mexico City, Tampico and Tuxpam. As the Fairchild Aviation Corp., of New York, is the present organisation of the above Mexican company, it is probable that the equipment of the new service will consist of Fairchild FC-1 cabin-monoplanes, fitted with Fairchild-Camenz or Wright "Whirlwind" engines. In the contract is a clause in which the Mexican Government guarantees that no other commercial air service will be allowed to operate between the points allotted to this organisation, but other companies will be permitted to use the Mexican aviation company's routes, aerodromes, etc., provided they turn over to that organisation 50 per cent. of their tariffs. All passengers are to be carried at 40 cents (Mexican) per km. for the first 400 kms. and 30 cents for the next 400 kms., and for special trips, with a minimum distance of 100 kms., double this rate will be charged. For the carrying of first-class mail a charge of \$10 per gross kilogram will be allowed, on the understanding that the Post Office Department is not obliged to provide any given amount of mail other than that the public may desire to send at the rate of 20 cents per 20 gm. or fraction thereof. The Mexican aviation company has been awarded full wireless rights for the routes involved; the concession further provides tax exemption and the free use of available government-owned lands for aerodromes—the rates that may be charged, however, are prescribed—and the company is also required to contribute a certain percentage of its earnings to a fund for regular inspection by government experts of its aerial transport equipment. The company has been required to deposit \$11,650 in the Bank of Mexico as a guarantee of fulfilment of all obligations assumed.

Swiss Air Services

THE 14 air lines operating in Switzerland closed down for the winter last month. During the past season these lines carried 6,000 passengers, 65,000 lbs. of goods, and 31,000 lbs. of luggage.

Flying Over Mt. Everest

THE French pilot, M. Callizo, who recently established a world's altitude record of 39,586 ft., is, it is reported, to attempt to fly over Mount Everest, which is 29,140 ft. high.

"Los Angeles" Moored to Ford Mast

THE U.S. rigid airship "Los Angeles," paid a visit to Detroit last month, and on arriving at the Ford Airport, Dearborn, was successfully moored to the new mast there, to which we referred in a recent issue of *FLIGHT*. The "Los Angeles" left Lakehurst at 11.5 a.m., on October 14, with

a crew of 44 men together with Admiral Moffett and three passengers. After a flight of over 16 hours, during which bad weather patches had to be dodged, the airship arrived at Dearborn.

The Prince of Wales Receives Sir Alan Cobham

ON November 16, the Prince of Wales received at St. James' Palace Sir Alan Cobham, and extended to him his best wishes for an enjoyable trip in America—Sir Alan and Lady Cobham left Southampton in the *Homer*, on November 17. His Royal Highness had a long talk with Sir Alan regarding the latter's flying experiences, and was particularly interested in the African and Australian flights.

Sir Alan Cobham Joins Warwick Wright, Ltd.

SIR ALAN COBHAM has joined the Board of Directors of Warwick Wright, Ltd., the well-known Automobile specialists, of New Bond Street. Col. Warwick Wright, D.S.O., is himself one of the pioneers of aviation, and both Sir Alan and he are enthusiasts in all matters affecting transport, so a combination of two such strong personalities should augur well for the future of this concern.

An Aerial Police Force

WHAT is said to be the first regularly appointed and organised squad of aerial police was formed last month, when Sheriff Traeger, of Los Angeles County, Cal., administered the oath of office to five members of the Aero. Corporation of California. It would seem to be necessary, too, for just recently there have been reports of two aeroplanes having been stolen from their owners' aerodromes in different parts of the States.

Brazilian Atlantic Flight

SEN. DOS BARROS, the Brazilian airman, who is making, a flight from Genoa to Brazil, on a Savoia S55 flying-boat arrived at Praia, Cape Verde Islands, on November 11.

U.S. Airmen Crash into Mountain

TWO U.S. Airmen, lieuts. K. M. Hegardt and H. W. Downing, when flying in a D.H. biplane, on November 8, lost their way in a fog, and crashed into a mountain ridge near Gettysburg, Penn., and were killed.

Coste and Rignot Back in Paris

THE French airmen Coste and Rignot, who broke the world's non-stop long-distance flight record by flying from Paris to Djask (or Jask), on the Gulf of Oman (3,143 miles), returned to Paris on November 11. They started on their return flight from Calcutta, on November 4.

Honour to Fallen Airmen

TRIBUTE was paid, on November 11, to the memory of fallen members of the Royal Air Force by a simple ceremony of laying wreaths at the foot of the Memorial on the Victoria Embankment. In the absence of Air Chief Marshal Sir Hugh Trenchard, the principal wreath, in the form of the wings of the R.A.F., worked in red poppies, with a blue centre of everlasting flowers, was placed by Vice-Marshal Sir Philip W. Game.

Air Mail Pilots Captured by Brigands

TWO French Air Mail 'planes, flying on the Casablanca-Dakar route, were forced to descend near Cape Bojador—on the Barbary Coast—recently and were immediately surrounded by a band of wild Moorish horsemen. The latter burned the aeroplanes, mails and goods, and carried the pilots into captivity.

French Pilot Killed

THE French pilot, Albert Bichel, was killed at Angers on November 15 when taking part in a landing competition.

Elliott's Assassin Sentenced

THE Arab tribesman who fired at Sir Alan Cobham's machine during the outward flight to Australia, and fatally wounded Mr. A. B. Elliott, who was accompanying Sir Alan as mechanic, was found guilty of manslaughter at the Nasiriyah Court Sessions on November 15. He was sentenced to five years' rigorous imprisonment.

By "Moths" to the East

CAPT. T. N. STACK and Mr. B. S. Leete set out from Stag Lane aerodrome on November 15 on the first stage of their sporting Eastern trip. Capt. Stack was flying D.H. "Moth" G-EBMO, the King's Cup winner, and Mr. Leete was on "Moth" G-EBKO. They arrived safely at Lympne, here were held up here by bad weather.

Food by Air for Stranded Motorists

PILOTS of Royal Air Force aeroplanes have dropped dates and other foodstuffs for stranded passengers in the cross-desert motor-car convoys from Beirut (Syria) to Baghdad, as the cars have been stuck fast for over a week in mud caused by exceptionally heavy rains.

“ BRITISH AVIATION ”

Royal Aero Club Monthly House Dinner

THE winter season at the Royal Aero Club opened with a house dinner on Wednesday, November 10. Brig.-General the Right Hon. Lord Thomson, C.B.E., D.S.O., was in the chair. The subject for discussion, after “ The King ” had been drunk, was the comprehensive one of “ British Aviation.” Lord Thomson called upon Mr. Handley Page to open the discussion.

Mr. Handley Page, who was in his wittiest mood, commenced by welcoming the chairman to the first monthly dinner which he has attended. He said that he proposed to treat the subject from the point of view of British air policy, although two gentlemen on his right (who represented insurance interests) might not take kindly to the word “ policy.” He alluded to the work of the Imperial Conference, and said that lately we had heard a lot about “ forging chains of steel across the Empire,” etc., which he thought many members would describe as “ bunkum.” He wished to compare air power with sea power. Our raw materials, etc., came to us across the sea in ships, and therefore we had built up the navy to defend our mercantile marine. As a result of this dual effort, we had established a shipbuilding industry which was a pattern for the world. Our mercantile marine was self-supporting. Now civil aviation was not self-supporting: it needed subsidies from the Government. We had no aerodromes across the Empire which could be compared to such marine ports as Malta, Colombo, Singapore, Hong Kong, etc. If we had such a chain of aerodromes we could then do something with civil aviation. We must have an air policy of the Empire.

In the past, all wars were a matter of man-power. Now man was a directive agency for machines. We must aim at building up an aircraft industry which other nations would be obliged to copy and use, as they copied and used our shipbuilding industry. They must be induced to buy their aircraft from us and have their pilots trained by us. Then they would, of necessity, become our allies. They could not contemplate hostilities against the source of their supplies. He instanced the policies of France and Germany. France had a dual air policy, co-ordinating her civil and her military air policies. She spent money on extending her civil air lines to Africa and elsewhere, and made other nations look to her for the supply of aircraft. At the same time, she had various nations, such as Poland, entirely dependent on her for military aircraft. This co-ordination of efforts had proved very beneficial. Germany had been prohibited from making a military air effort; so she had concentrated on civil aircraft, and she, using only the one form of effort, was endeavouring to rival France. We British ought to co-relate our military and civil aviation air aims. The Air Ministry could help by re-equipping their squadrons with the latest types of aircraft, and selling the partly-used machines to other nations which could not afford to buy the latest types. In that way they could obtain the constant turnover which was so necessary to the trade. He looked to see the pilots of the buyer nations sent to this country to be trained free of charge.

They must engage in battle with the Treasury, which was the enemy of all progress. But we had a national need for economy, and our income-tax was very high. Therefore we must not be extravagant. We were spending £120,000,000 on defence, of which only £15,000,000 went to the air. That was wrong, and we ought to find more for the air by cutting down the votes for the other fighting services. We must spend more money on research. He did not mean on abstract matters such as \sqrt{x} or \sqrt{y} but on, say, experiments in mass production for war. How could we do that except by producing? We should order 50 machines in one year, instead of one, and so concentrate into one year the progress which now took 50 years. Our air progress resembled a car on a steep hill with no brakes. It must go forward, or it would slide back. He did not believe we should have any sudden revolution brought about by autogyros, or even by slotted wings (laughter). Progress must be steady and continuous. We must wake the country up. “ British aviation is not dead, but sleepeth.”

He strongly approved of the light aeroplane clubs, and praised Commander Perrin's work for the London club. He had heard that the Air Ministry proposed to stop the subsidy to these clubs. That would be criminal. The country needed also to win all air records. We must drive into the

heads of the brainless people at the top of the tree what the brainier people lower down saw to be necessary.

Mr. Handley Page concluded by saying, “ Seek ye first the right air policy, and all the rest shall be added unto you.”

Sir Sefton Brancker said that he had made so many notes (on the table cloth) that now he could not read them. But he reminded everyone that our mercantile marine had been built up on a system of subsidies. Henry VIII and Elizabeth had subsidised their shipping because they considered it a good investment to do so. As regards the light aeroplane clubs, he said he would let members into a secret, and gave an explanation which seemed to satisfy Mr. Handley Page. In the past years we had adopted a penny-wise policy, and now it would cost us a lot to compete with French and German civil aviation. As for co-ordination of civil and military effort, we had, as a matter of fact, done something in that direction. He instanced various civil aeroplanes which had been developed out of experimental service types and *vice versa*. He agreed that we ought to be a supply nation, as we were in marine matters. The Japanese had learned naval matters from us and had defeated the Russians as a result. We must be ready for the day when the whole world would want air transport and must be able to expand so as to be able to supply all nations. The supply country would automatically produce its own reserves.

Mr. John Lord said that he believed the Air Ministry scheme for raising reserve and auxiliary air forces was a failure. The only thing to do was to make it possible for the ordinary man to fly; but aeroplanes still cost too much. If the Air Ministry could offer £50,000 for a helicopter, they ought to be able to devote that amount to an order for 100 aeroplanes, provided they were sold at £500 each. If the offer were made, he believed that the machines could be produced at that price.

Mr. C. G. Grey said that the aircraft industry asked for subsidies instead of producing cheap stuff. What was needed was an engine costing £150. He instanced the Morris-Cowley car, and prophesied that one day a Morris would arise in the aircraft business and make a great success.

Mr. G. C. Colebrook said that he thought the only useful remark made so far was the suggestion of Mr. Lord. If the 100 aeroplanes were produced at £500 each, he did not think that the Air Ministry would have to buy many of them. We must give up all hopes of supplying the world with aircraft, because they were comparatively cheap to produce, and only the poorest nations would consent to buy from abroad. He thought that the necessity of maintaining a navy to guard the ocean routes had been overlooked in the discussion.

Capt. F. L. Barnard said that we ought to concentrate on the civil side of flying because it was cheaper. Each aeroplane which flew to the Continent carried 20 potential advertisements. But we must make flying safe by developing directional wireless and leader cables. Then we could fly to schedule on 365 days in the year, instead of only about 300. As for safety, he strongly approved of multi-engined machines. He thought the Armstrong-Whitworth “ Argosy ” far ahead of any foreign machine; adding that he had not yet flown the “ Hercules.” He remarked that passengers were impressed by the size of large aeroplanes and believed them to be safe. He also spoke of the “ inherent prestige ” of British machines, which were universally thought to be the safest. (Sir Sefton Brancker: “ Government restrictions ! ”)

Major Mayo compared British aviation to a child being brought up by elderly parents. Civil flying was only seven years' old. It flew before it could walk, and it talked before it could fly. It was still a noisy child, but its growth was stunted. Its parents would not spend enough money on its education. They had devoted a million pounds to this object, and could not see that this sum was only enough to provide a course of religious instruction. The subsidy to the light aeroplane clubs was contemptible in amount, but had been very valuable in producing good work. To reduce it would be a calamity.

Mr. H. G. Simmonds spoke from the insurance point of view. What they wanted was safety. He had made his first flight at Croydon the other day, and it had left him with no impressions at all. That was good; that was how it should be with flying. Aircraft insurance had not been all beer and skittles for the companies, but he thought they were now

beginning to see daylight. At any rate, they were strong believers in commercial flying, and the movement had their sympathy.

Mr. M. H. Volk urged that the light aeroplane movement should be developed.

Wing-Commander Hubbard was called upon by the Chairman but said that, as he was an official, his tongue was tied.

Mr. Handley Page then rose to sum up the debate, and spoke in still more sprightly vein than before. The A, B, C of flying, he said, stood for Aeroplane, Brancker, and Cobham. (Laughter.) He then discussed whether the initial letter of

"aviation" should be pronounced long or short. After further witticisms, which kept the audience in a roar of laughter, he pointed to the orders secured by the French aviation missions to foreign countries. We had got into a vicious circle of high prices and small orders. We must find money to break this circle by economising on the Navy and Army. He then paid a tribute to the pilots of Imperial Airways, Ltd., and said that he was glad that the leader cable would be tried out.

Col. Sir Francis McClean then proposed a vote of thanks to the Chairman, and Lord Thomson briefly responded.

SIR ALAN COBHAM AT THE ALBERT HALL

ON Saturday last, November 13, Sir Alan Cobham gave two lectures, illustrated by lantern slides, at the Albert Hall, one in the afternoon and one in the evening. The lectures were not quite as well attended as they might have been, and certainly nothing like as well attended as they deserved to be, but for this doubtless the perfectly wretched weather was mainly responsible, the rain pouring down incessantly throughout the day.

Sir Alan divided the lectures into two sections, in the first of which he dealt with his famous flight from London to Australia and back, while in the second section he related some stories and incidents from various flights he has made, such as to Africa in a day, to Belgium in the D.H. 53, home from Belgrade with photographs, distribution by air of films illustrating the Derby, &c.

Sir Alan's talk—for it was a chat rather than a lecture, and was greatly appreciated by the audience—was illustrated by excellent lantern slides, and although at times Sir Alan and the lantern operator got slightly "out of step" during the afternoon lecture, the photographs told a vivid story of hardships endured and difficulties overcome. When the lecturer came to tell the story of how poor Elliott met his

death, the audience listened with rapt attention, and signified its sympathy for a man whom Sir Alan described as "an ideal aero engine engineer." A small incident related by the lecturer gave an indication of the sort of man—reliable to the last—Mr. Elliott was. When he was being lifted out of the machine after being fatally wounded, he turned around and said: "Don't forget to turn off the oil." As ever, his main thought was for his beloved engine.

Of his own share in the Australia flight Sir Alan made very light, but he was emphatic in his praise of the de Havilland 50 seaplane, its Armstrong-Siddeley "Jaguar" engine, and its Short all-metal floats. The slides shown of the "Jaguar" were among the clearest we have ever seen.

During the second half of his lecture Sir Alan told some interesting stories of various flights he had carried out, and in one of them it seemed to us he was a little unkind to the D.H. 53 with a motor-cycle engine; the speed of this machine being, he said, much too low for practical purposes, cars on the road below leaving him "standing still."

Before the commencement of the lectures, and during the intervals, the R.A.F. Band, conducted by Flight-Lieut. Amers, played some selections in its usual excellent style.

Berlin-Rome Air Service

DETAILS have been published, says *The Times* correspondent, of the Berlin-Rome air service, which will be jointly operated next spring by the Deutsche Luft Hansa and the Italian Aero-Lloyd. It is proposed that a machine should leave Berlin every morning at 5.30 and reach Rome at 7.30 the same evening. In winter, owing to the shortness of the days, passengers will have to travel by the night express from Berlin to Munich, and take the aeroplane on from there.

At present the railway journey from Berlin to Rome takes a day and two nights, about 36 hrs. The summer journey by air will take only 14 hrs., and the combined rail and air route in winter about 22. Under the arrangement reached between the German and the Italian companies, the Berlin-Munich section of the route will be flown exclusively by the Luft Hansa and the Milan-Rome section exclusively by the Aero-Lloyd. Only the Munich-Milan section will be covered by the two companies jointly.

In the Lord Mayor's Show: Sir Alan Cobham's de Havilland 50J, with Armstrong-Siddeley "Jaguar" engine, in which he flew to Cape Town and back and to Australia and back, formed part of this year's procession.



THE ROYAL AIR FORCE

London Gazette, November 9, 1926.

General Duties Branch

Air Commodore A. E. Borton, C.B., C.M.G., D.S.O., A.F.C., is appointed Director of Personal Services, Air Ministry, vice Air Vice-Marshal C. A. H. Longcroft, C.B., C.M.G., D.S.O., A.F.C. (Nov. 1); Air Commodore J. L. Forbes, O.B.E. (Deputy Director of Armament), is appointed Director of Technical Development, Air Ministry, vice Air Commodore F. C. Halahan, C.M.G., C.B.E., D.S.O., M.V.O. (Nov. 1).

The following are granted permanent commissions in ranks stated (Nov. 1): Flight-Lieut.—F. G. A. Robinson. Flying Officer.—A. Leach, M.C.

Pilot Officer A. R. Feather is promoted to rank of Flying Officer (Oct. 14); Pilot Officer on probation H. D. Gunton is confirmed in rank (Oct. 22); Flight-Lieut. A. T. Laing is restored to full pay from half-pay (Oct. 23).

The following are transferred to the Reserve:—
Class A.—Flight Lieuts.—L. C. Shoppee, D.S.C. (Nov. 10); W. Jones, H. C. Todd, W. J. Umpleby (Nov. 11).

Flying Officers.—J. H. Page (Nov. 8); H. P. Morris, G. H. Rawlinson (Nov. 13).

Class B.—Flight-Lieut.—C. H. N. Nunn (Nov. 11).

Class C.—Flight-Lieut.—E. W. Simpson (Oct. 24).

Flight-Lieut. H. C. Black is transferred to Reserve, Class A (Oct. 28) (substituted for *Gazette*, Oct. 26); Pilot Officer W. T. Jones resigns his short service commn. (Nov. 10).

Pilot Officer A. H. Frost is dismissed the service by sentence of General Court Martial (Oct. 25).

Stores Branch

P. H. Wilcox is granted a permanent commn. as a Pilot Officer on probation with effect from Oct. 30, and with seny. of Oct. 9. The following are transferred to Reserve Class B (Nov. 11). Flight Lieut.—E. P. Terry. Flying Officer.—E. J. Newman, M.B.E.

Medical Branch

Temp. Capt. E. A. Wheeler, General List (Army), Dental Surgeon, is granted a temp. commn. as a Flight-Lieut. on attachment to R.A.F. (Oct. 1). He will continue to receive emoluments from Army sources; Flight-Lieut. J. J. Boyle (Capt., Army Dental Corps), relinquishes his temp. commn. on return to Army duty (Oct. 1).

Memorandum

The permission granted to 2nd Lieut. C. Farrer to retain rank is withdrawn on his enlistment in the Army (Oct. 13).

Reserve of Air Force Officers

The following Flying Officers relinquish their commns. on completion of service:—R. G. Lawson (May 29); A. F. Warner (Sept. 12); C. F. D. Evans (Oct. 23); O. A. P. Heron, D.F.C. (Nov. 7).

Flying Officer H. J. Lucas is transferred from Class B to Class C (Nov. 9).

AUXILIARY AIR FORCE

General Duties Branch.

The following to be Pilot Officer:—No. 600 City of London (Bombing) Squadron.—T. Courtis (Nov. 9).

ROYAL AIR FORCE INTELLIGENCE

Appointments.—The following appointments in the Royal Air Force are notified:—

General Duties Branch

Air Vice-Marshals: Sir E. L. Ellington, K.C.B., C.M.G., C.B.E., to H.Q., Iraq, pending taking over command; 3.11.26. T. I. Webb-Bowen, C.B., C.M.G., to H.Q., Egypt, pending taking over command; 5.11.26.

Group Captain F. W. Bowhill, C.M.G., D.S.O., to H.Q., Iraq, for Tech. Staff duties; 11.10.26.

Wing Commanders: J. H. S. Tyssen, M.C., to Station H.Q., Tangmere, to command; 23.11.26. C. C. Durston, to No. 21 Group H.Q., West Drayton, for Air Staff duties; 16.11.26.

Squadron Leaders: R. D. Oxland, to No. 503 (Bombing) Sqdn., Waddington; 5.10.26. E. B. Beauman, to R.A.F. Depot, Uxbridge; 1.11.26. J. B. Cole-Hamilton, to Air Ministry (Deputy Directorate of Manning); 1.11.26.

Flight Lieutenants: J. McBain, D.F.C., to No. 5 Flying Training Sch., Sealand; 5.11.26. G. R. Oliver, to Elect. and Wireless Sch., Flowerdown; 15.11.26. J. Bussey, to Sch. of Photography, S. Farnborough; 5.11.26. W. J. Millen, to No. 1 Flying Training Sch., Netheravon; 7.11.26.

Flying Officers: F. Fazez, to No. 1 Sch. of Tech. Training (Apprentices), Halton; 9.10.26. G. J. Davies, to R.A.F. Reception Depot, West Drayton; 26.10.26. G. P. H. Carter, to No. 25 Sqdn., Hawkinge; 9.11.26. E. S. Burns, to R.A.F. Station, Donibristle; 18.11.26. E. V. H. Hudson, to R.A.F. Depot, Uxbridge, on transfer to Home Estab.; 3.10.26. C. J. Stone,

to No. 24 Sqdn., Kenley; 19.11.26. E. T. St. M. Brett, to No. 5 Armoured Car Coy., Iraq; 15.10.26. C. G. C. Woledge, to Station Commandant, Basrah; 23.10.26. F. E. R. Dixon, M.C., to R.A.F. Depot, Uxbridge, on transfer to Home Estab.; 2.11.26.

Pilot Officer C. S. Horne, to No. 1 Sch. of Tech. Training (Apprentices), Halton; 27.10.26.

Stores Branch

Flight Lieutenants: E. H. Eldridge, to Sch. of Tech. Training (Men), Manston; 26.10.26. T. A. G. Hawley, to No. 1 Sch. of Tech. Training (Apprentices), Halton; 15.11.26. A. W. Turner, to R.A.F. Depot, Egypt; 24.10.26. T. G. Bowler, to Station H.Q., Tangmere; 23.11.26.

Flying Officers: R. M. Taylor, M.C., to No. 605 (County of Warwick) (Bombing) Sqdn., Castle Bromwich; 5.10.26. A. M. Reidy, to No. 2 Stores Depot, Altrincham; 23.10.26. F. D. D. Gaussen, to H.Q., Cranwell; 1.11.26.

Accountant Branch

Wing Commander C. P. Ogden, O.B.E., to H.Q., Coastal Area; 15.11.26. **Flight Lieutenants:** C. H. Moore, to H.Q., Egypt; 25.10.26. H. W. Capener, to R.A.F. Depot, Egypt; 21.10.26.

Pilot Officer H. Crowther, to No. 12 Sqdn., Andover; 8.11.26.

Medical Branch

Flight Lieutenant (Dental) J. R. Williams, to H.Q., Cranwell, on appointment to a Temp. Commn.; 1.11.26.

IN PARLIAMENT

Aeroplane Clubs

SIR HARRY BRITAIN, on November 11, asked the Secretary of State for Air what steps, if any, are being taken to increase the number of pupils attending the De Havilland Aircraft Company's school; and whether anything is being done to help to add to the membership of the light aeroplane clubs?

The Under-Secretary of State for Air (Sir Philip Sassoon): As regards the first part of the question the De Havilland Company's school trains both officers of the Air Force Reserve and also private pupils, including members of light aeroplane clubs. The Air Ministry is directly concerned with the question of the number of the former class of pupils only, and has guaranteed to send a total of 375 Reserve officers to the school in the period of four years from April 1, 1925, with a minimum of 80 in any one year. As regards the second part of the question I would refer my hon. friend to the reply which I gave to the hon. member for the Don Valley on July 7.

Egypt and India (Aeroplane Service)

SIR H. BRITAIN asked the Secretary of State for Air whether, in accordance with the agreement with Imperial Airways, Ltd., signed in

November, 1925, the fortnightly aeroplane service between Egypt and India will actually be in operation by January 1, 1927?

Sir P. Sassoon: Unless some unforeseen difficulty arises the service should commence operation at the beginning of January, 1927.

Captive Balloons

MR. GEORGE HARVEY asked the Secretary of State for Air whether any official investigation has taken place into the cause of the accident by which E. T. Willows and four passengers lost their lives in a captive balloon accident; and can he state what steps he proposes to take to secure airworthiness of captive balloons, and thereby prevent as far as possible a repetition of such regrettable accidents?

Sir P. Sassoon: The answer to the first part of the question is in the affirmative. As regards the second part, the existing regulations require all aircraft, including captive balloons, to be certified as airworthy, and, in addition, special permission in writing is necessary before captive balloons are flown. I may add that the question of the procedure in connection with the certification of balloons is at present under review.

ROYAL AERONAUTICAL SOCIETY

Official Notices

Lecture.—The fourth lecture of the first half of the Sixty-second Session will be held this evening, November 18, at 6.30 p.m., at the Royal Society of Arts, 18, John Street, Adelphi, W.C. 2, when Mr. R. S. Capon, of the Aeroplane and Armament Experimental Establishment at Martlesham Heath, will read a paper on "Methods of Performance Testing and Analysis." Air Vice-Marshal Sir Sefton Brancker, K.C.B.,

A.F.C., Fellow, will take the chair.

Correction.—The subject of the lecture which Mr. P. B. Henshaw, technical Director of Kayser, Ellison and Co., Ltd., will give before the Society on Thursday, December 2, at 6.30 p.m., at the Royal Society of Arts, John Street, Adelphi, has been changed to "Valve Steels." Col. the Master of Sempill, A.F.C., Associate Fellow, will take the chair.



Visit.—A visit of members of the Society will be made on Saturday, November 20, to the Fairey Aviation Works, Hayes, Middlesex. The party will meet at the works at 10 a.m. sharp. A train leaves Paddington at 9.20 a.m., arriving at Hayes at 9.42 a.m. Members of the Society wishing to join the party are asked to send in their names as soon as possible to Mr. Scott Hall, Honorary Secretary, Students' Section, 7, Albemarle Street, London, W. 1.

Paris Aero Show.—A party of members of the Royal Aeronautical Society is being arranged to go to the Paris Aero Show on December 2. Members wishing to join should notify the secretary as soon as possible.

J. LAURENCE PRITCHARD, *Honorary Secretary.*

New Italian Under Secretary for Air

GEN. BONZANI has resigned his Under Secretaryship for Aeronautics in Italy, and has been succeeded by Gen. Italo Balbo.

Royal Air Force Scottish Re-Union Dinner

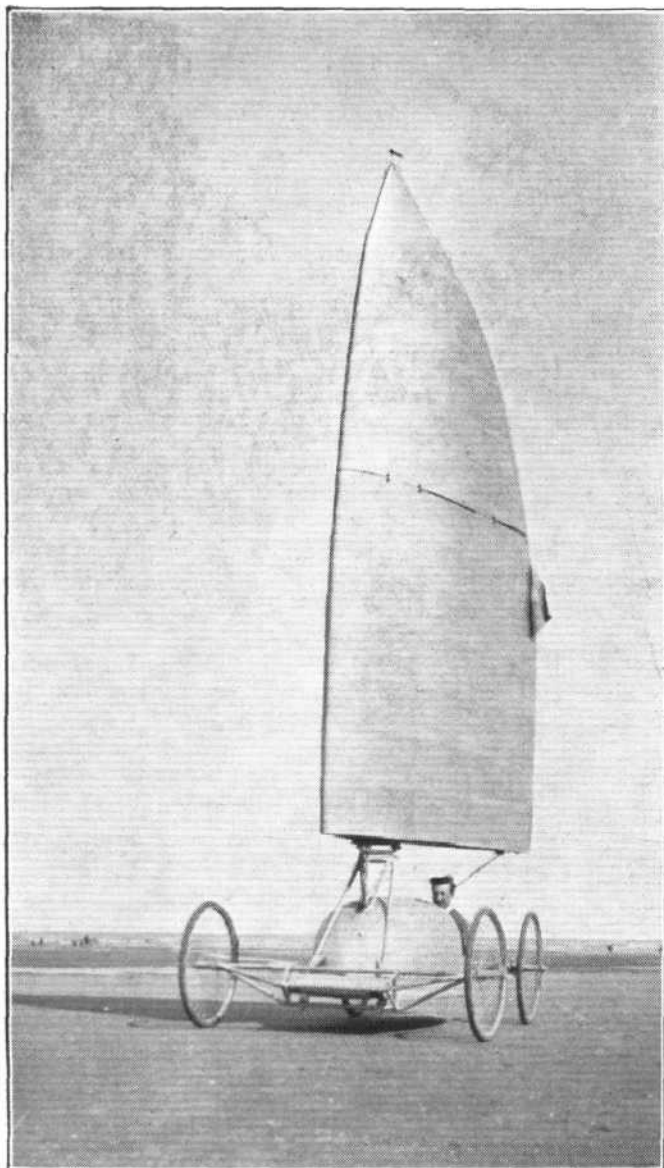
THE fourth annual dinner of the Royal Air Force Scottish Re-Union Club will be held at the North British Station Hotel, Glasgow, at 7.45 p.m. on December 17 next. Tickets for members, past and present, of the Royal Air Force and their guests can be obtained from Mr. A. Dunlop, 11, Bothwell Street, Glasgow, the price being 10s., which should be enclosed with the application. The past dinners have been a great success, and it is hoped to increase the number of guests still further.

Royal Air Force Flying Accidents

THE Air Ministry regrets to announce that, as the result of an accident at South Farnborough, Hampshire, to a Bristol Fighter of No. 4 Squadron, South Farnborough, on November 9, Pilot Officer Cyril Vernon Mossman, the pilot of the aircraft, and No. 364117 A. C. 2, Cecil Herbert Hayward, were killed.

As the result of an accident at Eastchurch, Kent, to a D.H. 9 A. of No. 207 Squadron, Eastchurch, on November 11, 1926, No. 315176 Sergeant (Pilot) George Frederick Taylor, the pilot of the aircraft, and No. 364039 A.C. 2, Percy Charles Hinton, were killed.

As the result of an accident at Castor, Northampton, to a D.H. 9 A. of the Royal Air Force (Cadet) College, Cranwell, on November 12, Flight Cadet David Gam Harcourt Wood, the pilot and sole occupant of the aircraft, was killed.



A famous pilot on a new mount : The Chevalier Willy Coppens, Air Attache to the Belgian Embassies in London and Paris, spent his summer holidays this year testing out a new sand yacht of his own design. It will be observed that the sail is of aerofoil (symmetrical) section, and that the mast is a pure cantilever. We understand that much better efficiency was obtained with this form of sail than with the old-fashioned type. A spare wheel was carried inside the wing. Probably the application of sails of this type to sailing boats and yachts might give interesting results.

COMPANY DOINGS

Handley Page, Ltd.

THE annual report of Handley Page, Ltd., just published is an extremely satisfactory one, for it shows that this old-established aircraft firm has emerged from a period by no means rosy into the profit-earning stage. The accounts for last year disclose a gross manufacturing profit of £82,900 and a net profit of £27,600, which exceeds the loss registered for 1924. This happy state of affairs, as explained at the ordinary general meeting held on October 21, has been brought about mainly owing to the fact that during the period under review the contracts for military and civil machines for this country and abroad had been chiefly for one type of machine, and thus enabling the cost of production to be reduced, with a consequent better financial result. They had also received royalties amounting to £5,652, as against £448.

General expenditure stood at £40,505, a decrease of £3,056, notwithstanding the greatly increased turnover. The final result was a profit of £38,981, against a loss in the previous year of £22,009, which had been transferred to the balance-sheet, reducing the debit balance to £517,202.

In his speech at the annual meeting Mr. F. Handley Page said the directors had to deal with a difficult situation in regard to the orders placed by the British Air Ministry. Under existing conditions that Department of the Government could only budget year by year for its requirements, and necessarily there was no continuity of policy from one year to another. Under such changes of policy it was impossible adequately to deal with technical progress and to place the production of aircraft in this country on an economic scale, ensuring cheap production as well as technical advance. He hoped it would be possible for the Air Ministry to be able to arrange for a production programme spread over a three years' period. If this were only possible it would result not merely to the benefit of aircraft manufacturing companies such as their own, but also to the benefit of the Air Ministry, for he was quite convinced that a continuity of policy for three or four years ahead would enable firms more accurately to judge as to the future, and so lay down a programme of their own and embark their capital with some assurance of success and development.

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PUBLICATION RECEIVED

Aeronautical Research Committee Reports and Memoranda. No. 1017 (M. 37). Experiments Relating to the Electrification of Balloon Fabrics. By Guy Barr. June, 1926. Price 9d. net. H.M. Stationery Office, Kingsway, London, W.C.2.

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AERONAUTICAL PATENT SPECIFICATIONS

(Abbreviations: Cyl. = cylinder; i.c. = internal combustion; m. = motor. The numbers in brackets are those under which the Specifications will be printed and abridged, etc.)

APPLIED FOR IN 1925

Published November 18, 1926

- | | | | |
|---------|----------------|--|------------|
| 17,980. | R. P. PESCARA. | Explosion-actuated piston pumps. | (237,254.) |
| 18,695. | P. MAGNI. | Driving-apparatus for aeroplanes, etc. | (260,643.) |
| 20,814. | J. B. STRAUSS. | Mooring-masts for airships. | (260,073.) |
| 26,169. | W. HOFMAN. | Flying machines. | (260,059.) |
| 28,866. | W. HALE. | Aeroplanes. | (260,112.) |

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